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Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid pieces*
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *None*
Was the plating caulked internally in the wake of the frames or ribs? *No*

Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.
She has **SAILS.**

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
<i>One</i>	Fore Sails,	Chain	<i>270</i>	<i>1 1/4</i>	Bower,	<i>3</i>	<i>35</i>
<i>Complete</i>	Fore Top Sails,	Hempen Stream Cable	<i>60</i>	<i>1</i>			<i>35</i>
<i>Short</i>	Fore Topmast Stay Sails,	Hawser	<i>90</i>	<i>8</i>	Stream,	<i>1</i>	<i>30</i>
	Main Sails,	Towlines	<i>90</i>	<i>7</i>			<i>12</i>
	Main Top Sails,	Warp	<i>65</i>	<i>9</i>			
and		All of <i>Good</i> quality.	<i>90</i>	<i>4 1/2</i>	Kedge,	<i>2</i>	<i>6 1/2</i>
							<i>3</i>

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.
She has *Two Life* Long Boats and *2 1/2 ft* each *Two Quarter Boats 23 ft 3 in* & *Pinnace 15 feet*
The present state of the Windlass is *Good* Capstan *Patent* and Rudder *Good* Pumps *Hand Pump to each*
Compartment & Bilge Connected to Engine

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under Special Survey*
 - 2nd. On the plating during the progress of rivetting
 - 3rd. When the beams were in and fastened, and before the decks were laid
 - 4th. When the ship was complete, and before the plating was finally coated
 - 5th. After the ship was launched

The Upper Deck Beams in this vessel are $8 + \frac{3}{4}$ in lieu of $8 \frac{1}{2} + 58$ as sanctioned by Committee's Letter March 29/6. She has Double Reverse Frames in the Engine Room extending to above Bilge. Engine Beams of Box form $3 \text{ ft } 7 \text{ in}$ by $2 \text{ ft } 5 \frac{1}{8}$ Plate, Boiler Beams same as Middle Line Keelson, Has an Additional Bilge or Side Keelson; All the Longitudinal Stringers below upper Deck extend Fore and Aft through Bulkheads, and those above the Bilge (very) securely Connected by large Plate Hooks and Butches; Pillared in Hold, and Between decks to every alternate Beam; Closely Ciled and Caulked to Hold Beams. Upper Deck fastened throughout, as prescribed by the Rules Has a Raised Stoop, and Top Gallant Forecastle Rigg'd as a Four Masted Barque, Wire Standing Rigging Testing Certificate of Chain Cables produced; Is very strongly Built and is in every respect, a Complete and efficient Vessel, and in our opinion fully entitled to the undermentioned Class -

In what manner are the surfaces preserved from oxidation? *Red Lead and Patent Paint*

I am of opinion this Vessel should be classed *120A, 1.*

The amount of the Fee£ *5* : : : is received by me,

Mr. W. Special£ *35* : *11* : *6*

Certificate (if required)£ : : : :

Committee's Minute *24 April 1857*

Character assigned *1 for 12 Years*

Build of Iron

Robt. Robertson
Thos. Luke

I concur in the above decision
21st 1857
John R.
Lloyd's Register Foundation